

COMMERCIAL MATTERS.

Alton and Chicago Railroad from Sept. 8th to 15th, inclusive:

	1862.	1861.
Passenger	\$11,466.97	\$11,765.40
Freight	11,224.15	12,553.39
Subsidy	1,665.73	813.00
Total	\$23,356.85	\$23,171.12

Increase in 1862 \$2,339.13

Total this month to date \$16,673.03

Total since Jan. 1 \$15,615.86

Detail of the earnings of the Galena and Chicago Union Railroad for the week ending Sept. 15:

	1861.	1862.
Prestige	\$21,197.31	\$21,195.47
Passenger	13,643.63	14,138.72
Mail	1,160.00	1,256.00
Total	\$35,930.94	\$32,634.19

Dec. 8, 1862 \$1,267.85

The Toledo and Wabash will end the second week in September:

	Second week, 1862	Second week, 1861
Increase	\$20,192	\$6,376

For year ending Aug. 30, 1862 \$1,268,000

Expenses \$748,000

Balances \$2,323,200

Leaving a surplus of \$196,359.

The Milwaukee and Prairie du Chien Railroad earned the second week in September:

	Second week, 1862	Second week, 1861
Decrease	\$20,383.99	\$6,367.67

For year ending Aug. 30, 1862 \$1,268,000

Expenses \$748,000

Balances \$2,323,200

Leaving a surplus of \$196,359.

The market for Demand Notes for Custom-House use has been very strong to-day, without very large transactions. Sales have been made as high as 112½.

The demand for 7.30% has been large, and one lot of \$150,000 was taken for investment at 105.

They were offered at that at the close. The right of conversion into Sixes of 1881 is alone considered worth 5% premium. One year Indebtedness Certificates have been firm at 99½ and have sold freely. The gold market has been adversely affected by the favorable news from Maryland, and, after selling at 117½, broke down to 114½.

Silver is 112½/13, and in demand for Canada.

The New-Haven and Hartford Railroad Company has declared a quarterly dividend of 4 per cent, making 11% per cent for the year. The company assumes the Government 3 per cent tax on dividends. The annual report states that the United States and State taxes are nearly 2 per cent on the capital stock. The annual meeting of the stockholders was held in Hartford on Wednesday. The report shows the receipts and expenses of the past year, ending September 1, to be as follows:

Receipts from passengers \$412,453

Receipts from freight 2,000

Interest on the road 32,234—748,300

Interest on bonds 32,161—499,811

Net profits \$327,268

The gross receipts exceed those of last year by \$4,432, nearly all of the excess being from freight. This is \$13,236 less than in 1860. The whole number of passengers (transported without accident) was 561,451, which is 11,563 more than last year, the increase being entirely in soldiers. The whole number of miles run was 347,360.

We annex a comparative statement of the Imports of New-York of Dry Goods and General Merchandise for the week ending Sept. 18, and since Jan. 1:

	1860.	1861.
Entered at the port	\$1,210,502	\$1,635,501
Thrown on market	1,403,734	1,178,734
Entered at the port	\$1,619,967	\$1,618,677
Thrown on market	1,304,329	1,415,627
Entered at the port	\$1,620,967	\$1,618,677
Thrown on market	1,207,977	1,045,240
Entered at the port	\$1,620,967	\$1,618,677
Thrown on market	1,207,977	1,045,240
Entered for CONSUMPTION	4,200	4,200
Value of Pkgs.	1,000	1,000
Cotton	1,000	125,424 Miscellaneous 237
Silk	405	537,601 Total 1,537
WINTERGARDE	100	100
Manuf. of Pkgs.	100	100
Wool	300	300
Cotton	300	300
Silk	300	300
Total	300	300
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Manuf. of Pkgs.	100	100
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Total	3	